









# THE NEW NORTHWEST.

Passing several military posts, widely separated, and twenty-five miles above Fort Rice it is encountered by the Northern Pacific Railroad and the town of Bismarck. Above Bismarck the river sweeps around to the southwest, and a long curve of several hundred miles, and receives the Yellowstone, which is the true Missouri, as the Missouri is the true Mississippi. A new fort, right opposite Bismarck, is called Fort Lincoln. Like all these forts, it consists of a stockade, and ramparts, wooden barracks, and a landing place on the muddy river, where steamers can tie and discharge cargo. There is no railway, except Fort Seward, at the crossing of the James river, which is commanded by a son of the late Attorney-General Edwards Bates.

The whole area between the western bank of the Missouri and the Great Bend is occupied by the Sioux, or Dakota, Nation, probably 25,000 or 30,000 strong. They are the immediate tenants of these vast plains, and the most Tartar-like Sioux, the Teton, have always been on this spot. They have never been subjugated. In 1863, after the bloody massacre of Minnesota, General Sibley, of St. Paul, chased the Sioux westward, and they have since been driven upon their more savage contrivances, making at present, therefore, a compact, resentful and powerful Nation, all speaking the same language, all mounted, and for the great part armed.

In long distant times the Sioux made war upon a smaller nation of Indians, called the Arikara, who were saved from extermination, as had been the case with many hapless tribes, by the advent of some white people, with whom they formed alliance. The present expedition has taken about sixty miles from the regular service, and the Sioux, maddened by this fact, have galloped and leaped to the gates of the fort and skirmished with the sentinels. Up to this time the River has had the advantage.

At Bismarck, Colonel Roberts, Chief Engineer, enlightened me upon the objects of the military and engineering expedition which was just starting for West Montana. They were to proceed west to the Springs of Heart River, cross the Little Missouri, and receive additional supplies by steamer on the Yellowstone about 350 miles west of Bismarck. They were then to ascend the Yellowstone nearly to the longitude of the National Park, and return to the mouth of the Missouri, and thence back to the second place of supply. This expedition will definitely result in the settlement of the line of the next 300 miles of track, of which fifty miles will be granted this fall, as I am informed by Mr. Mead, the General Manager.

**NORTHERN PACIFIC PROSPECTS.**

During the next winter, Mr. Mead will have a large force of men employed by the works of Minnesota, cutting out ties, and the work of reconstruction will go on in 1874, unimpeded by construction companies or speculators of any kind; the corporation under taking to grade and lay its own track. During the present year, meantime, forty miles of the road are to be put down in Oregon, running from Tonawanda northward, toward the shore of Puget Sound, so that by the winter of the year 1875, the company will have in operation one hundred and six miles of track on the Pacific side, and more than six hundred miles in Minnesota and Dakota. This more than seven hundred miles of road will have been realized by this corporation in the space of two years, a very remarkable performance when we consider that no money has been given by the Government, and that the bonds of the company have been sold almost wholly in the United States and Canada.

**OLD KILLS.**

It has been the fate of this railroad to have been plundered to some extent by Washington politicians, who availed themselves of its necessities in the way of completing its charter, to engrain themselves upon it, and compel the acceptance of their combinations to construct a part of it. About \$25,000,000 have been spent, thus far.

**STOUT MILLIONS MORE.**

Early in the month of June the bankers' syndicate, which has anticipated the sale of bonds by advances of money, guaranteed eight million dollars of bonds additional, which will be sufficient to pay running expenses, and to lay fifty miles of track in Oregon, and grade fifty miles in Western Dakota. The new President of the company, General Cass, of St. Paul, is a practical railroad man, and he has commenced his career by clearing out the various attitudinizing and parasitic associations which wrapped themselves for some time about the Northern Pacific.

**OUTRIG.**

The style and size of the stations on this road, which are among the best in the country, have been the subject of some cavil, but they are very agreeable to look upon, and will not need replacing for a couple of generations. The three great "colonist houses" or leading depots for emigrants at Duluth, Brainerd and Tilden, are both unique and superb, making colonization easy, and to each is attached a little hospital for such wayfarers as may be taken on the way. These settlers' houses are provided with cooking ranges, beds, and warming apparatus, and they appeared to me to be well equipped for the purpose of accommodating from five hundred to one thousand people. At Fargo and Brainerd, the latter place being headquarters for the company—there are hotels, offices, and staff-houses, of nearly a palatial character, built in an engaging way, with piazzas, Mansard pavilions, &c., and the food given to the traveler over the whole Minnesota division is better than on the great highways of the East.

**INFORMATION.**

The Northern Pacific Railroad, like the Union Pacific, has been much exaggerated in the popular mind as to the difficulties of construction. The only

expensive portion of the road has been the twenty odd miles leading down the Missouri to Duluth. West of Thompson, for forty odd miles, the road traverses a region of badly drained lands, and from this point westward there is rolling level country as far as the mountains of Montana, or for more than six hundred miles. When the mountain-country is attained, the expense of construction will find compensation in the abundance of timber for ties, bridges and fuel. This timber grows on all parts of the mountains for nearly three hundred miles further, and the Railway makes use of Columbia River from Helena until the crest of the Rocky Mountains is turned, taking the natural line of the stream and debouching into the plains of the Lower Columbia, where good land and timber alternate all the way to Portland and Puget Sound.

It is not probably within the ambition of the company to build the fork across Washington Territory to Puget Sound direct, until the road is completed as to the Southern branch. There is no compulsion to build more than one arm of the Pacific Coast, and the only motive for doing so would be to get additional lands. I found as far as I went that the difficulties of construction and colonization decreased on sight, and what I had presumed to be a mighty desert in Dakota looked to me precisely like the prairies of Iowa and Nebraska.

**SNOW.**

I had heard different accounts of trains being retarded last winter, and I asked Mr. Mead, the manager, who is an old Union Pacific Railroad man, to tell me in exact terms how long his trains were delayed in the exceedingly bitter winter of 1873-4. He replied as follows:

"Just two days and no more. When the big fall of snow came I stopped all my trains, and did not start them out for forty-eight hours. Consequently we started fully prepared to clear the road. If there should be any obstructions, and while trains all over Southern Minnesota were snowed up for a week, and sometimes a fortnight, we were running on time."

**LAND.**

I asked Mr. Roberts, the Chief Engineer, who seemed to be a layman, and not over sanguine sort of a gentleman, how much indifferent land there might be in Dakota and Minnesota as far as the road had gone. He answered: "Not above 12 percent, at the worst."

Mr. Mead also assured me that it was as cheap for building and as good a country for settlement along the line of the road as in the best portion of Nebraska, where he had operated the Union Pacific, and which has since had an unprecedented immigration. At Bismarck upwards of two hundred claims have already been filed, and at every station the pre-emption shaghters are seen in the clothing.

**WATER.**

The object of the road on whom all the executive management devolves, who sees to the running of the trains, the keeping up of supplies, the seeking of contracts for transportation and locating, enlightens, is C. W. Mead, formerly engaged on the Chicago, Burlington and Quincy Railroad, and afterward I believe as Assistant Superintendent on the Union Pacific. He established smelting works at Omaha in the first place, but was sought out by the Northern Pacific Company and put in charge of the whole line. He is a short, thick-set man of an active temperament, with broad shoulders and keen eyes, and considerable diplomatic capacity. It was Mead who put in the proposals for carrying supplies for the posts in Dakota, Montana, Wyoming and Idaho, and carried the contract away from the St. Louis steamers as well as from the St. Paul Railroad and steamer. This business for the present year is very enormous, owing to the railroad.

**OTHERS.**

H. Sullivan, the Superintendent of the Minnesota Division, is a young man, formerly of the Hannibal and St. Joseph Railroad; he struck me as having plenty of capacity, as did Hingford, the Superintendent of the Lake Superior and Mississippi Division. Colonel Roberts, the Chief Engineer, is a quiet, civil-minded man of the middle age, who has personally traveled over all the mountain country between Helena and Puget Sound. I asked him what he thought of the enterprise of a National Park. He said he had no doubt that the park was a very wonderful thing, but that he supposed it was erected for the purpose of making another Government office. He expressed the opinion that it was a preposterous matter to con out of so great a domain as ours a space big enough to make a good sized Commonwealth, and put it under the custody of a Park Commissioner, as if he could do anything with it.

**YELLOWSTONE PARK.**

Yellowstone Park owes its incorporation to the celebrated geologist Pomeroy, of Kansas, who introduced a bill to accomplish the purpose in 1871, while Congress was in session, and passed the bill in the House. The Park Land Committee instructed the preparation of their report to the naturalist, Dr. Hayden, who had seen the country, and the measure passed without opposition, being advocated by Messrs. Trimball, Edwards, Anthony and Daves.

A tract of land fifty-five by sixty miles was set apart and withdrawn from settlement, occupancy or sale. The entire area within its limits was over 6,000 feet in altitude, and the Yellowstone Lake alone, which is about twenty miles square, stands 7,400 feet above the sea. The mountain ranges round about are covered with snow and from tin to twelve thousand feet high, and they look down upon hot springs and geysers innumerable, which represent the last stage of a former unquiescent volcanic activity; they are the dying chimneys of a cooling Nature.

Of course, when the bill was passed, the Hon. N. P. Langford got his appointment as Superintendent, and there he sits his legs without the application of fuel, and mixes his punches without a trapeze. They have got boats already on the Yellowstone Lake, and are exporting a line hot-bath in due time. There are extracts in this country three hundred and fifty feet high, and the colors of the rocks are of the brightest conceivable yellows and browns. There are canons about two thousand and five hundred feet deep in places. In this region rise the Missouri, Columbia and Lewis.

Crow and Clark gave an inkling of Yellowstone Lake after their journey in the vicinity in 1805; but no attempt was

made to explore the lake until 1850, and that failed. In 1869 a deputation of mountain people got into the Yellowstone Park, but in 1870 a pretty general examination was made by the Surveyor-General of Montana and a party of cavalry. In 1871, Colonel Balfour, Chief Engineer, made an official investigation, and was followed by D. P. Hayden, the geologist. So the Northern Pacific Railroad has found its Yosemite, a place much nearer at hand than the great beauties and wonders of California, and in a better fishing and hunting country. When the road shall be opened it will be safe to say that about every traveler who visits California will go by one road and come back by the other, so that we shall have Pullman cars running up to the new geysers, and nothing will be left for the Sioux to do but to act as guides for excursion parties and drive Miss Polk's mule. This happy solution will be one of the effects of our stupendous scenery. To see only the Yosemite and die will no longer be proper.

**RAILROAD COMFORTS.**

To go from St. Paul to Bismarck and return, stopping one night at Bismarck, now takes four days and five nights, or four days and a half, as on the Dakota division the train lies over at night. The hotel, however, is very comfortable at Fargo, and better than might be expected at Bismarck.

After July 5 the trains between Fargo and Bismarck will not be detained over night, but will cross Dakota in the night with sleeping-cars, and give tourists eight hours to roam around Bismarck and along the banks of the Missouri. The round trip from St. Paul will thus be reduced to three days and a half, and from Duluth to Bismarck will take only a day and night.

At the risk of exceeding due limits, I will endeavor to describe the country to you, ever which General Stanley's expedition is now moving. For aid in the description I am indebted to Hon. Martin Maginnis, delegate elect from Montana Territory, whom I met in St. Paul and who has both traversed the country and read all the literature and travel about it. This description will be interesting at least to the families of persons in the Repudiation Corps.

The Heart River comes down to the Missouri from the west, right in the course of the proposed survey. It is an ordinary prairie stream and the country along its course presents no different characteristics from the rolling prairie country behind it, on the east side of the Missouri River. Once in a while, perhaps, a bold peak of clay, or stratified rock, an outlier of the Black Hills, may be seen, but generally the country rolls away in continuous sameness through sections of these immense solitudes. The uniform grassed, but woodless, outlines continue over recurring features and landmarks on which the eye can seize a few salient points which the memory can retain. Locality fades into locality, like the swells of the country itself, in dreary and indistinct perspective. There are but few objects to assist the miner in classifying its features, or describing its topography. The knobs and swells are for long distances perfect reproductions of each other, the lakes and ponds have a distressing similarity; one bend of the stream is like another bend of the same stream, and all streams are exactly alike, so that even to the engineer, after weeks of patient labor and observation, it is to the Indian and the trapper, the country never presents itself to recollection as other countries do, with distinct and prominent localities clearly to the mind's eye, but rather as a vast and undivided whole, oppressive in its extent and bewildering in its immensity.

These steppes are the home of the antelope and of the deer. The elk in large bands spring out of the groves by the streams and bound across them like herds of antelope. This is the great ground of the bison, and in great American Tartan our American Tartar, the Sioux, has his courting ground, where to a great extent he has hitherto been undisturbed. The white man, even the trapper, knows but little of this "divide" between the Missouri and the Yellowstone. It has been crossed, seldom—once by Father De Smet, the missionary, alone, and by some previous expeditions looking for fur, but as yet the pale-face has not found a healthy abiding place, it is especially bad on the hair. It has been a poor country for handsome, curly-headed bear-keepers, and Frank Pierce would never have been President if he had sojourned days in the dense, hairy wilderness, and had of hair was the pride of his youth.

To this plateau the expedition will ascend by Heart River Valley, and they will find rolling country, good grass and lakes, ponds and marshes of water, some good, some bad, some rough on the cultivator.

Southward, about the sources of the Cannon Ball, there are parks of timber, and the broken country toward the Black Hills. In these latter mountains are delightful valleys, clear, cold streams, parks, savannas and forests. Here only found in the mountains or on such portions of the plains as may be contiguous to them, in their shadow as it were, gold is said to abound. This is perhaps mythical, but the longing for the gold has often been turned toward their dark summits. They are the last stronghold of the free, wild and powerful Dakotas. Protected by stretches of sterile and almost impassable plains, will be light for its possession? Evidently the army thinks he will, and also for his free path to the British line, increased by iron rails. Hence the size of this present expedition, which he will only tackle with desperation and the certainty of defeat. Yet he is well armed with plenty of breech-loading rifles and repeaters, an ample store of ammunition, good horses and mules, thanks to the Indian policy, to the generous trader and the sanctimonious missionary. The Indians who may be in the path of our troops will not be armed with bows and arrows, but with choice weapons from the soldiers. No mailed cortex and naked Mexican can fight on these plains, and "Sitting Bull" may have the advantage of Stanley in arms as well as of position.

**THE DIVIDE.**

Between the Heart River and the Little Missouri the country is represented as a mere grassy plateau, furnishing but little elevation to be overcome by the road. Approaching the Little Missouri the prairie appearance continues, until

we reach the vicinity of this stream, when we come upon the celebrated Bad Lands or Mauvaises Terres, which, on the old maps, occupy the whole of this region. Bad enough they were in some places. Almost insurmountable obstacles to military expeditions, with few naturally passable places for wagons, and across them a journey of fifteen or sixteen miles occupied almost as many days. No wonder the trader or commander conceived extraordinary ideas of the extent. But though in its natural state the formation was almost impassable to wagons, it presents no particular obstacle to railroad building, as a few grades will overcome fissures and deluges which require many days to work around them either with horses or wagon trains. The bad lands occupy the whole course of this river from near its source in the Black Hills to its mouth. They vary in width from forty miles to ten. Approaching them on the open, monotonous, almost level prairie in some places, without preface or warning the traveler finds himself on the brink of a precipice extending into a wide valley two or three hundred feet below, which seems to have suddenly tumbled away from the surrounding world. From his stand-point we can see to the other side of this wild interval—the opposite bluff of this station, its distant and irregular edge stretching away into the plain beyond, evidently level with the spot on which he stands. The Little Missouri flows through the middle of the abyss, making a small line through the apparently smooth bottom of the gulf. The eye of the traveler ranges over the space beneath him among thousands of abrupt and irregular ridges and cliffs, in some instances to the altitude of the plain, irregular and columnar masses appear frequently, sometimes looking like immense mushroom. Amid these more regular and perfect forms arise, as coral, obelisks and columns. These latter are often of horrid symmetry and capped by semi-spherical masses of harder substances than themselves. They look, as some one has said, "as if hundreds of gigantic fingers had been turning them out for all eternity." Says Owen: "And these thickly studded fingers, columns and towers the eye wanders through openings and labyrinth, like colonnaded aisles, and the different-colored clays and rocks give a variety of colors to these fantastic forms, which greatly heighten the effect upon the eye. The massive monuments, in colossal succession, startle us with the idea of approaching some magnificent city of the unknown dead, discomfited by the erosion of the elements from the plain, in which it had been for ages interred, with all its fresco painting and polychromatic adornments fresh upon it. Descend into the valley; the beauty of the scene fades as you approach. Reality dissipates the illusion with which distance invested this bleak and barren desolation. The apparently level floor is rent with yawning chasms and tortuous fissures, not wide, but requires perhaps miles of travel to cross. The loose and shaggy and footing soon alters the traveler and the pointed clay banks of this pathless labyrinth. The red soil walls rochet and intensely the hot sun's rays. The air is still, and water is rarely found. It is no place to take long journeys for pleasure, and despite its wonders, the pleasure-seeking tourist, soon wearied of a scene characterized by such utter and total absence of everything calculated to give pleasure to the eye or gratification to the mind by any suggestion of utility."

"These bad lands," says the geologist, "are the skeletons of nature, denuded of their pleasant filling up and rounded covering."

**BLACK SAND LANDS.**

In another place these bad lands are a new description of rolling hills of loose ash and cinders, as if the whole country had been burned and turned into a succession of ash heaps and dust mounds, all of one monotonous grayish black color, and looking, as General Sibley said when getting his expedition through them, "like the bottom of hell, with the first pit out." These are called black bad lands by the plainmen, to distinguish them from the clayey formations or white mauvaises terres.

Such were the bug-bear of old explorers—terrible enough in the path of the voyageurs, but a few railroad bridges and grades, not only very great, but of course of construction, will soon send the traveler whirling in a single hour over these regions, through which the first white men laboriously toiled, happy in the accomplishment of a mile of a direct progress per day.

To the geologist and the scientist they are a source of perpetual wonder and delight. They are the treasury of fossils and petrifications, so vast and numerous as to afford him inexhaustible sources of interesting speculation. Great are the discoveries in this line, they do not equal some of the marvelous tales of the old trappers who used to delight to regale about this terra incognita. We believe it was Bridger, who described to Captain Reynolds a petrified plain which he had hunted, where the sage brush and scrubby vegetation had all at once thickened into eternal night, and among these could be seen petrified buffaloes, elk, deer and jackass rabbits, all lying or standing around as if instantaneously changed into stone, "just as natural as life." But then it was the same veracious Bridger who told Reynolds of a waterfall so high that it fell from a glacier-fed lake, cold as ice itself, flowed over the top of it, and before it reached the bottom it actually became hot "by friction."

**POWERS WHEN DIVIDE.**

Rising from the Little Missouri we commence to ascend the Powder River divide, between the Missouri waters and those of the Yellowstone. This is a depressed northerly continuation of the Black Hills. The Rocky Mountains from Mexico to British Columbia are like a vast tree, the butt to the south, the branches to the north. Between the branches and the stem are high plateaus, enclosed by the former. Hence all the rivers, (the Arkansas, Platte, Yellowstone, Columbia,) it will be observed, flow northward from their sources till, turning the points of these branches, they then find their true courses either southeast into the Mississippi or southwest into the Pacific. But this Pacific Railroad divide is not mountainous. It is said to be a mere prairie swell, where the line of the road will cross it. Southward, near the Black Hills, this backbone is described by Reynolds as a sandstone ridge, cut up by innumerable timbered ravines, the summit washed bare, leaving by erosion

thousands of grotesque sandstone formations, rising all over the country. Phasing that the road will descend by broad and grassy plateaus and a gentle declivity, to the mouth of Powder River, where this stream enters the region of the romance of the interior of the Northwest, the scene of the exploits of the heroes of Bonnaville and Tipton, the Valley of the wonderful Yellowstone, upon which it will take its way.

GEO. ALFRED TURNER.

## 1873 Summer Arrangement 1873

# Northern Pacific Railroad.

LAKE SUPERIOR AND MISSISSIPPI, MINNESOTA AND DAKOTA DIVISIONS.

FAVORITE SUMMER ROUTE BETWEEN THE NORTHWEST & EAST.

DIRECT ROUTE TO DULUTH, LAKE SUPERIOR, LOWER LAKE PORTS AND MISSOURI RIVER, BRAINERD, DETROIT, MOOREHEAD, BISMARCK, PEMBINA, FORT GARRY, AND ALL POINTS ON NORTHERN PACIFIC RAILROAD AND RED RIVER AND THE UPPER MISSOURI.

L. S. & M. R. DIVISION

convenient Thompson Junction with the Main Line of the Northern Pacific Railroad. Trains of the Minnesota Division to and from Brainerd and Moorhead connect with night trains to and from St. Paul and Minneapolis, commencing the trip between St. Paul and Moorhead at Moorhead at 12:15 p.m. From Moorhead trains run daily to the Missouri River connecting at

**BISMARCK**

with the Canadian City of Steamers for

FORTS STEPHENSON, BEUTHOLD, BUFORD AND BENTON, MELINA CITY AND OTHER POINTS IN MONTANA.

AT DULUTH

Lines of New and Elegant Steamships for all points on Lake Superior, Michigan, Huron and Erie, connecting with railroads at all points East and South.

AT ST. PAUL

with the roads diverging therefrom; also Mississippi River Steamers.

PULLMAN PALACE CARS

On Night Passenger Trains.

ST. PAUL	For Duluth, connecting at Thompson Junction with Main Line of Northern Pacific Railroad.
8:15 a.m.	Arrive at Duluth 6:40 a.m.
10:15 a.m.	Arrive at Duluth 8:40 a.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.
2:15 p.m.	Arrive at Duluth 12:40 p.m.
4:15 p.m.	Arrive at Duluth 2:40 p.m.
6:15 p.m.	Arrive at Duluth 4:40 p.m.
8:15 p.m.	Arrive at Duluth 6:40 p.m.
10:15 p.m.	Arrive at Duluth 8:40 p.m.
12:15 a.m.	Arrive at Duluth 10:40 a.m.
2:15 a.m.	Arrive at Duluth 12:40 p.m.
4:15 a.m.	Arrive at Duluth 2:40 p.m.
6:15 a.m.	Arrive at Duluth 4:40 p.m.
8:15 a.m.	Arrive at Duluth 6:40 p.m.
10:15 a.m.	Arrive at Duluth 8:40 p.m.
12:15 p.m.	Arrive at Duluth 10:40 a.m.



